

SAILING DIRECTIONS CORRECTIONS

PUB 172 **9 Ed 2001** **LAST NM 4/04**

Page 52—Line 35/R; read:

increase. Berths 17-18 have been extended W; the area N of the extension has been dredged (2002) to a depth of 12m.

(51(5546)03 Taunton) 5/04

Page 53—Lines 7 to 12/R; strike out.

(US NM 28/62142/02) 5/04

Page 208—Lines 15 to 22/R; read:

dredged to depths of 8.5 to 10.5m.

(NGA) 5/04

Page 208—Line 25/R; insert after:

New table titled **Ash Shariqah Berthing Facilities (2003)** from back of this Subsection.

(Fairplay; Lloyds Ports; PUBS 002/04) 5/04

Page 231—Lines 41/L to 25/R; read:

Pilotage

Pilotage is compulsory for vessels over 250 grt intending to transit the entrance channel to Khawr Al Qulayah.

Vessels between 250 and 1,500 grt may be given permission to proceed without a pilot according to the circumstances prevailing at the time.

Bahrain Pilots provides pilotage for all vessels bound for Khawr al Qulayah, as well as the GHIC Terminal, the Alba Jetty, and the BAPCO Terminal.

ASRY Pilots provides pilotage for vessels bound for the ASRY Drydock.

Both pilotage authorities coordinate their activities through Bahrain Port Control.

Vessels should send their ETA to the pilot 24 hours and 12 hours prior to arrival.

Pilots board about 0.1 mile E of Sitrah Lighted Buoy, except for the BAPCO Terminal; pilots for this facility board at the anchorage.

Regulations

GHIC Terminal.—Vessels should send their ETA at least 72 hours in advance, via Bahrain (A9M), including the following information:

1. Last three ports of call.
2. Arrival drafts, fore and aft, and berthing displacement.
3. State of readiness to berth/unload.

When within VHF range, vessels should establish contact on VHF channel 68 with Bahrain Port Control and the BAPCO Terminal to obtain the latest movement schedule from Bahrain Pilots.

BAPCO Terminal (Bahrain Petroleum Company BSC Terminal).—Vessels should send their ETA, draft, and bunker fuel requirements 48 hours in advance through Bahrain (A9M). When within VHF range and when at an-

chor, vessels should maintain a continuous listening watch on VHF channel 16 and 74. The BAPCO terminal can be contacted by e-mail, as follows:

info@bapco.net

ASRY Drydock.—Vessels should send their ETA at least 72 hours in advance, via Bahrain (A9M), including the following information:

1. Last three ports of call.
2. Arrival drafts, fore and aft, and berthing displacement.
3. State of readiness to berth/unload.
4. Whether vessel is gas free and ready to berth.
5. Whether vessel requires tank cleaning.

When within VHF range, vessels should establish contact on VHF channel 16 with the ASRY Drydock.

Alba Jetty (Aluminum Bahrain).—Vessels should send their ETA at least 72 hours in advance, via Bahrain (A9M), including the following information:

1. Last three ports of call.
2. Arrival drafts, fore and aft, and berthing displacement.
3. State of readiness to berth/unload.
4. Bunker requirements.

When within VHF range, vessels should establish contact with Bahrain Port Control and the BAPCO Terminal on VHF channel 8 to obtain the latest movement schedule from Bahrain Pilots. When alongside, vessels communicate with the wharf staff on VHF channel 8

Vessel Traffic Management System.—A Vessel Traffic Management System is in operation in the approaches to the port, including the Deepwater Fairway and the Northeast Approach Channel.

Inbound vessels over 50 grt should contact Bahrain Port Control Operations, as follows:

1. Vessels should radio their ETA at Sitrah Lighted Buoy (26°10.2'N., 50°42.9'E.), with draft and details of any deficiencies in vessel handling or seaworthiness, when within VHF range.
2. Vessels using Deepwater Fairway should request permission to proceed past Lighted Buoy No. 3 (26°29'N., 50°57'E.).
3. When passing the charted Reporting Points.
4. Vessels should report their intention to anchor to Port Control in sufficient time for an alternative anchorage to be stipulated.
5. When berthed, moored, or anchored.

Outbound vessels over 50 grt should contact Bahrain Port Control Operations, as follows:

1. Vessels should contact Port Control 15 minutes before, and immediately prior to, getting underway.
2. When passing the charted Reporting Points.
3. Vessels using Deepwater Fairway should request permission to proceed past Bahrain Approach Lighted Buoy.

All vessels are required to maintain a continuous listening watch on VHF channel 74 when within the port area, including while anchored. Bahrain Port Control should be con-

tacted if the vessel is to shift berth or anchorage and again when the vessel is situated.

Vessels berthing at Sitrah should have their outboard anchor cleared and ready to let go before approaching the dock; however, the anchor should not be let go in the vicinity of the dock, except on the advice of the Mooring Master.

(BA NP 286(3); PUBS 001/04) 5/04

Page 232—Line 5/L; read:

chart centered about 1.2 miles SE of Sitrah Lighted Buoy. A
(US CH 62413) 5/04

Page 262—Lines 1 to 2/R; read:

perceptible.

In the Shatt al Arab, both the time and height of the tide are much affected by the prevailing wind. A strong kaus (a SE wind) will raise the level of the river by 0.6 to 0.9m and accelerate the time of HW; a strong shamal (a NW wind) will lower the level of the river and retard the time of HW.

The change in the tidal current in the Shatt al Arab does not occur at LW because the current going in must attain sufficient strength to overcome the river outflow, which varies seasonally, being greatest in May, June, and July and least in October and November.

The strength of the current in the outer part of the Shatt al Arab varies considerably, depending upon the height of the tide and the stage of the river. The current going in may not exist or it may attain a rate as great as 2 knots.

The maximum rate of the outgoing current is 3 to 3.5 knots at springs and 2 to 2.5 knots at neaps. Mixed currents are common, with the surface current running in one direction and the subsurface current running in another, or even the opposite, direction.

Seasonal variations in the level of the river are small at the Outer Bar, as follows:

1. July to September—0.1m above normal.
2. January to April—0.1m below normal.

Seasonal variations at Al Basrah are considerable, as follows:

1. May to July—0.7m above normal. The river is discharging the combined flood waters of the Euphrates River and the Tigris River.
2. October and November—0.4m below normal.

The dry season commences in autumn and continues until spring, when the inland snows begin to melt; during winter, however, frequent freshets are caused by local rains.

In Outer Bar Reach, described in paragraph 17.18, the currents set fairly through the channel, except at spring tides, when at either end there is a strong N set on the flood current and a strong S set on the ebb current; at neap tides, these cross-currents are inappreciable.

The maximum rate of the flood current, which at springs is from 1.5 to 2 knots and at neaps from 1 knot to 1.5 knots, occurs at about half tide.

The maximum rate of the ebb current is from 3 to 3.5 knots at springs and from 2 to 2.5 knots at neaps.

At spring tides, the flood current continues to flow for about 40 minutes after the time of HW; at neaps, it is irregular, but usually continues for about 1 hour after HW. The ebb

current continues for about 30 minutes after LW at springs and for about 1 hour after LW at neaps.

During the river flood season, when there are small tides, the flood tidal current is not felt at all, especially upriver; even at a position about 1 mile above Outer Bar Reach Light Beacon D, little or no flood current is felt.

(BA CH 3842) 5/04

Page 262—Lines 23 to 27/R; read:

Caution.—Major hydrographic changes have occurred in the Shatt al Arab and its approaches, especially in Outer Bar Reach. Recent satellite imagery (2002) shows a major shift in the location of the channel; depths in the area may have changed considerably or are unknown. There are many charted and uncharted obstructions and the aids to navigation are unreliable. The exact location of the international boundary between Iran and Iraq, which was based on a 1978 agreement declaring the thalweg (the deepest part of the channel) to be the boundary, is not precisely known. Mariners are advised to use extreme caution when navigating in this area.

(US NM 4/62434/04) 5/04

Page 263—Line 50/R to Page 264—Line 11/L; strike out.

(NGA) 5/04

Page 265—Lines 53/L to 23/R; strike out.

(NGA) 5/04

Ash Shariqah Berthing Facilities (2003)			
Berth	Length	Max. draft	Remarks
1A	575m	11.5m	Container, general, and bulk cargo.
1		10.5m	Container, general, and bulk cargo.
2		10.5m	Container, general, and bulk cargo.
3	725m	8.5m	General cargo.
4		8.5m	General cargo.
5		9.5m	General cargo and ro-ro vessels.
6		9.5m	General cargo and ro-ro vessels.
7	220m	9.5m	Ro-ro vessels.
8	375m	8.5m	General and refrigerated cargo.
9		8.5m	General and refrigerated cargo.
10	400m	8.5m	General and refrigerated cargo.
11		9.5m	General, dry bulk, and liquid bulk cargo.
North Wharf	1,000m	6.0m	Lube oil and offshore support services. Contains a total of five berths.
Saipen Berths	450m	8.5m	General cargo. Contains a total of three berths.
Oil Terminal	244m	10.5m	T-head pier with breasting dolphins located on the inside of the main breakwater. Can accommodate tankers up to 30,000 dwt.